

# SCOTCH STEAM TRAWLER AT NEW YORK

## Much Speculation as to What Landing a Fare There Means.

The fish dealers at Fulton Market were no more surprised to see the Scotch steam trawler Coquet made fast at their fish pier Monday morning, with a trip of fresh fish on board, and for that market, than the Gloucester and Boston fish dealers were to hear of it.

The Coquet came over from "across the pond" last August and in company with the Wren, a sister ship, has been fishing off the Nova Scotia coast and landing their fares at Canso, N. S. In some quarters it has been reported that both these crafts had been bought by some big Nova Scotia fish people, while others claimed that the Coquet at least had come over to try the grounds here merely as an experiment and that she still hailed from Aberdeen, Scotland.

Be that as it may the fact remains that she shot up into Fulton Dock Sunday night and Monday morning took off her hatches and offered her fare of 12,000 pounds of haddock, cod, flounders and sole on the market to the dealers.

Both the Coquet and the Wren have had rather a slim winter season of it according to all reports from down Canso way, and it is thought that the owner and captain of the Coquet determined to see what virtue there was in hitting an American market, and after picking up a small fare, gave Gloucester and Boston the go-by and hiked right straight for New York. Just what their idea was in going there is beyond making out, but it seems to be the general opinion, both here and Boston, in fish circles, that there is something behind it all which has not yet come out but which will be brought to light soon.

The craft is in command of Capt. Sheeky and her owner, Frank Craig was also aboard on the trip to New York and it is reported that if the craft fares well on this trip she will take up fishing for the New York market as a regular thing.

At present of course the fare will be doubtful, but should the reciprocity measure pass, not only the Coquet but any other craft with a Nova Scotia register could come into New York, or Boston, or Gloucester, or any other American port, for that matter and land all the fish fares, (fresh or salt) that they choose, duty free—just the same and on just the same terms as do our own American fishing crafts. Perhaps Owner Craig is trying the market now with an idea to seeing what sort of a Klondike it will be for him should free fish come later.

If he can run in now, pay the duty and still make money, "Klondike" will certainly be the proper word for it, if the proposed reciprocity measure should pass and it is a good safe wager that the Coquet would be the fore-runner of a big fleet of British steam trawlers, which under cover of a Canadian register, would be able to do about as they pleased with the American fresh fish market, to say nothing of the damage they will do to the fishing grounds.

The Coquet is made of steel and is 110 feet long. She lies low in the water aft, while her bow is high and blunt. She has a 21-foot beam and a draft of 14 feet, and her decks are covered with the machinery used in the deep sea trawling. She carries 100 tons of coal, and besides this can carry 100 tons of fish. Her speed is about 10 knots, and with this power she crossed from Aberdeen to the banks in 12 days.

March 14.

## NO FISH IN AT THIS PORT.

ALL THE CRAFT ARE STEERING FOR THE GROUNDS IN THIS GOOD WEATHER.

Nothing in the fish line came in this harbor last night, unless it swam in. On the other hand about everything which mustered a crew and could use sails, steam or gasoline, got under way and headed for the fishing ground for all indications point to the best kind of a chance for a real, whole fishing day, one of the few the shore fleet has had for a long time.

**Today's Arrivals and Receipts.**  
The arrivals and receipts in detail are:  
Steamer Mystery, pollock seining.  
Sch. Lafayette, pollock seining.  
Steamer Weasel, 2000 fresh fish.

**Vessels Sailed.**  
Sch. Rhodora, halibutting.  
Sch. Teazer, halibutting.  
Sch. Benjamin A. Smith, haddocking.  
Sch. Rita A. Viator, haddocking.  
Sch. Mary E. Cooney, haddocking.  
Sch. Emily Cooney, haddocking.  
Sch. Anne and Jennie, haddocking.  
Sch. Harriett, haddocking.  
Sch. Motor, haddocking.  
Sch. Rebecca, haddocking.  
Sch. Jeanette, haddocking.  
Sch. Hockomock, haddocking.  
Sch. Manomet, haddocking.  
Sch. Edith Silveira, haddocking.  
Sch. Leo, haddocking.  
Sch. Ethel B. Penney, haddocking.  
Sch. Aspinet, haddocking.  
Sch. Valentina, haddocking.  
Sch. Stranger, haddocking.  
Sch. Hattie A. Heckman, eastern deck handlining.

### Today's Fish Market.

Georges handline salt cod, \$5.55 for large and \$5.00 for medium.  
Bank halibut, 10c per lb., for white and 8c for gray, with the heads off.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2.  
Salt haddock, \$2 per cwt.  
Salt hake, \$2 per cwt.  
Salt pollock, \$2 per cwt.  
Splitting prices for fresh fish:  
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.  
Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers 50c.  
Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

March 14.

### Lucania Repairs Finished.

Repairs on sch. Lucania, which went ashore in Boston harbor a few days ago have been completed and the craft will come off Burnham Brothers' railways today and proceed on her haddock trip.

### Fitting Out.

Capt. Clifford Vanenberg is fitting sch. Lottie G. Merchant for salt trawl bank codfishing.

Capt. Ormsby Seeley has fitted sch. Bohemia for salt trawl banking and will take bait today.

### Frozen in at Yarmouth.

Sch. \*J. J. Fishery of this port, bound salt bank codfishing, was among the vessels frozen in at the Yarmouth wharves during the cold snap last week.

### Fishing Fleet Movements.

Schs. Meteor and Blanche were at Sandy Point, N. S., recently.

March 14.

### Haddock Stocks.

Sch. Cynthia, Capt. Jeffrey Thomas, on her recent haddock trip which occupied but one week, stocked \$1950 while the crew shared \$42.50 each.

Sch. Lizzie M. Stanley, Capt. Joshua Stanley, made a fine stock of \$2000 on her recent haddock trip, the crew sharing \$49 each.

March 14.

### TO BE WATCHED WITH INTEREST.

Customs Court Taking into Consideration Important Fish Case.

The Customs Court of Appeals at Washington has begun to hear the arguments in the case of the United States vs. W. B. Reading and Lincoln, Wiley & Co., involving the importation of American fish at the port of Boston. The Board of General Appraisers had reversed the action of the Collector at that port in levying duty on fish brought from a fishery maintained by Captain Frank Carter. The defendant fish people did not file a brief in the case, but let their arguments rest with the record.

The attorneys for the government argued that the fish in question could not be considered the product of an American fishery, inasmuch as they were taken, packed and shipped as a result of the labor and industry of citizens of Newfoundland, who conducted their operations entirely independent of any American vessel.

The outcome of the case will be watched with greatest interest by the whole fishing business of the North Atlantic coast, from Labrador and Long Island.

### NEVER SAW SO MUCH ICE.

Captain of English Vessel Reports Large Fields Off Sable Island.

Capt. Heath of the steamer Manchester Commerce, at Halifax, Friday, from Manchester, England, reports on Thursday, when 40 miles north of Sable island, the ship got into a heavy field of ice, which stretched for many miles on every side. The steamer plowed her way through about 80 miles of it.

The captain says that he never saw so much ice at one time before, the field being almost a hundred miles long. Some of the cakes were between eight and 15 feet thick, while the majority of them were between one foot and three feet through. The ice was closely packed together.

### Lunenburg, N. S., Fisheries Notes.

There is a good deal of activity along the water front. The fishing vessels are getting ready for their spring trips to the Newfoundland waters. The schooners Clintonia, Capt. Emiel Mack; Henry L. Montague, Capt. Cook, and Carrie L. Hirtle, Capt. James A. Hirtle, baited Tuesday night and sailed Friday afternoon. These three vessels are the first of the spring fleet to leave for the banks.

Sch. Juanita, Capt. Selig, from Newfoundland with a cargo of frozen herring, arrived at Lunenburg Thursday night.

Sch. Frank Adams, Capt. Silver, is fitting for a spring trip to the banks.

A new fishing schooner for Capt. Clarence Myra of Riverport is being constructed at the yard of Smith and Rhuland.

Sch. Nikola, Capt. Zinck, is fitting out for a spring trip to the banks.

The keel for the new schooner for Captain Obed P. Silva has been laid and farming commenced in Smith and Rhuland's yard.

Sch. Muriel M. Walters and Patricia are fitting out for a spring trip to the banks.

Schs. Mattawa, Mariner, Annie L. Spindler, Uda A. Saunders, Earl Grey and Colonia are fitting out at Zwicker and Company, limited, for the banks.

The following vessels of the fleet of W. C. Smith and Company, limited, are being fitted out: Carrie L. Hirtle, Clintonia and Henry L. Montague. These will soon be followed by the Tasmania and the Mayola.

The government steamer Stanley is expected at Riverport on Monday to release the fishing schooners which are held in the ice at that place.

The fishing sch. Undaunted, owned by Thomas Knock of Kingsburg, has been sold to James Oxner of Lublin Shore.

### Fulton Market Fish Notes.

Bluefish smacks are getting under way. Half a dozen have already started for the Virginia coast and more will get away this week.

Chesebro Bros. have started off the smacks Faustina and Edith M. Prior. John Feeney and E. H. Redmond started South this week.

Three belonging to A. W. Haff are under way. They are the Ester Anita, Ethel Mildred and Kearsarge.

Wilson & Barry will get the George E. Lane, Jr., off in a couple of days.

Codfish was high in price, all last week steaks bringing nine to ten cents and market fish five to six cents.

Flounders sold at four to seven cents at various times during the week.

There was no change in the price of eels.

Four to five cents was the quotation for haddock.

Western white halibut sold at eleven to twelve cents. Eastern whitefish brought sixteen to eighteen cents during the middle of the week.

March 14.

## HUNGRY FOR FISH IN BOSTON

DEALERS THERE GOING AFTER IT THOUGH THEY HANDLED 700,000 YESTERDAY.

When the T wharf dealers want fish they are willing to pay for them. This is exemplified this morning when after taking care of over 700,000 pounds yesterday they went eagerly after five big off-shore trips in the dock this morning as though they didn't have a box left on the floor and didn't expect to see a fish for a week.

The five trips ran from 56,000 to 95,000 pounds aggregating 356,000 pounds and the market went up at that, for while old haddock sold at \$2, the new fish sold at \$2.75 and codfish brought \$3.50 and \$3.75 right through. Hake went at \$3 to \$5 and cusk \$2.50. Certainly on these kind of prices the fishermen have a chance to hug themselves a bit, but they are earning the coin as they are fishing hard and bucking some pretty bad weather in making their sets.

Sch. Alice M. Guthrie has the largest trip in the dock, 95,000 pounds, 40,000 pounds of which are cod, while sch. Stiletto has 75,000 pounds, 25,000 pounds of which are cod. Sch. Catherine and Ellen has been haking and has 40,000 pounds of the much-wanted goats and also 10,000 of cusk.

Yesterday afternoon three of the little shore netters landed small catches.

### Boston Arrivals.

The receipts and prices in detail are:

Sch. Stiletto, 50,000 haddock, 25,000 cod.

Sch. Catherine and Ellen, 1000 haddock, 5000 cod, 40,000 hake, 10,000 cusk.

Sch. Metamora, 50,000 haddock, 19,000 cod.

Sch. Squanto, 50,000 haddock, 11,000 cod.

Sch. Alice M. Guthrie, 55,000 haddock, 40,000 cod.

Sch. Sarah, 600 cod.

Sch. Hobo, 800 cod.

Sch. Reliance, 800 cod.

Haddock, \$2 to \$2.75 per cwt.; cod, \$3.50 to \$3.75; hake, \$3 to \$5; cusk, \$2.50.

### No Bounty for the Steam Trawlers.

Section 5 of the Canadian regulations governing the payment of claims for fishing bounty, is rescinded and the following substituted under date of Feb. 22, 1911:

5. Canadian registered vessels, owned and fitted out in Canada, of ten tons and upwards (up to eighty tons), by whatever means propelled, contained within themselves, which have been exclusively engaged during a period of not less than three months in the catching of sea fish, other than shellfish, salmon or shad, or fish taken in rivers, or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage, which shall be paid to the owner or owners: Provided that vessels known as "Steam Trawlers," operating "Beam," "Otter," or other such Trawlers, shall not be eligible for any such bounty.

### Sealing Fleet Starts.

The Newfoundland sealing fleet, composed this year of 19 steamers, seven of which are equipped with wireless, and 4000 men, perpared Sunday night and sailed at daylight yesterday on the annual quest of seals amid the southward drifting Arctic flocs. Seals have been sighted in large numbers for some time past, but the vessels, by agreement, always start together on a stipulated date.

### Sign of Life in Mackerel Fleet.

The first signs of life are now visible among what will be the advance guard of the southern mackerel seining fleet. Sch. Ralph L. Hall is having the paint brush applied to deck and top-sides and her topmasts are being sent up. Sch. Arthur James is also having some primping up done and Capt. Devine is shipping his crew.

### Dr. Grenfell at Home.

Sir Wilfred T. Grenfell, who is known as the Labrador fishermen's doctor, arrived at New York on the Mauretania Friday, from a visit abroad with his wife. Dr. Grenfell will make a tour in Canada and the United States, before he returns to Labrador in May, when the ice pack opens and permits the fishermen to start their work.



March 14.

## HAVE A DAY FOR THE FISHERMEN.

A DIGBY IDEA WHICH GLOUCESTER MIGHT WELL TAKE PATTERN AFTER.

Glooucester can well afford to follow the example of Digby, N. S., and have a Fishermen's Day. It was such a success at Digby last year that a hustling committee is already at work making arrangements for the event this year and the date has been set down as July 29.

A meeting was held last week and the mayor and all the big fish dealers took hold and a handsome big cup and cash prizes were guaranteed. It is also planned to make the day a regular holiday for all.

The Maritime Fish Corporation have offered the cup and cash prizes for the flying fisherman's race for the blue ribbon of the seas of western Nova Scotia and a general meeting is to be held later to arrange for all sorts of land and water sports.

The big feature of course will be the race of the fishing vessels and it will give the chance the crews of schs. Dorothy M. Smart, Albert J. Lutz, Loren B. Snow and others have been itching for to see which is the fastest sailer. A fisherman's motor boat race is also on the list, also for fishing boats without power and fishing dories.

March 14.

## TO FISH ON PACIFIC COAST

MANY MEN FROM THIS CITY ENCOURAGED TO TAKE TRIP TO THE WEST.

Freeman Thorburn, formerly a well known fisherman at this port, but who went to the Pacific coast to try his fortunes some five or six years ago is here trying to get a gang of fishermen for the Robinson Fish Company of Anacortes, Washington. The men are wanted to go salt codfishing in some of the Robinson vessels.

Some five or six years ago a party of about 30 fishermen went from here to Anacortes to go in the Robinson vessels. Thorburn was one of the party which was gathered by Capt. George Johnson, then an oiled clothing dealer on Duncan street, who went out with them and engaged in business out there.

Mr. Thorburn wants about 32 men and says he will have no trouble in getting that number of good fishermen and could get 10 more if he needed them. He plans to start for Anacortes tomorrow and the men whom he has shipped will go with him at that time.

It is also currently reported among the fishermen that four or five well-known fishermen will also go to the Pacific in company with Mr. Thorburn's party, but have not shipped with him, they preferring to go "on their own hook," and look the ground over after they get there and decide for themselves what line of fishing they want to go at and what port to go from.

Sunday a party of seven well known fishermen, who had been talking for some time about going to the Pacific coast to engage in fishing, probably fresh halibut, left this city, their objective point being Seattle, Washington. The party comprised Merrill Greenleaf and Archie Selig, both well known cooks, Edward Lawler, Albert Piccott, Peter Lorenzo, McKay and a man named Smith, who had returned here from there last fall and had made up his mind to go back again.

March 14.

Pollock Seiners In—No Fish.

The pollock seiners Lafayette and Mystery arrived yesterday afternoon with no fish. They are part of the fleet which went to the eastward after schs. Little Fanny and Marion Turner got their hauls off Boon island. No fish have been seen since then and they report the fleet harbored at Old York.

March 15.

## DRIVING FISH INTO THE NETS.

NOVEL IDEA OF AN OHIO MAN FOR INCREASING THE CATCH OF THE FINNY.

Throw away your seines; sell your trawls for junk; cut up your handlines and listen to this new way of catching fish.

The Fishing Gazette says that Charles K. Freer, of Port Clinton, O., well known all over the country because of his connection with fishing interests, has perfected an invention for driving fishes. The patent was granted during December, says Lake Erie Reporter. The Freer plan provides for the setting of nets in the water and then rounding up the fish and driving them into these nets. The device consists of a hollow buoy, shaped like an oar, and supporting bars on which is an electric alarm bell. Suspended from the buoy is a sort of flexible member, resting longitudinally and kept under water by a weight. A series of these buoys and "flexible members" is arranged like a sweep and with one end attached to the end of the set nets, the other end is hauled through the water by means of a row boat or power boat, the operator controlling the electric signals. In this way, it is expected, the fish will be driven to the nets like cattle to a pen.

The technical description by the patent office reads:

The combination of a buoy made hollow and having substantially an oar shape, supporting bars mounted within said buoy and extending crosswise thereof, said supporting bars being below the center of gravity of said buoy, an electric bell while said buoy is afloat. The combination of a longitudinal flexible member, a plurality of floating bodies connected therewith for supporting said flexible member in a substantially horizontal position at a predetermined level above the surface of the water, a plurality of buoys connected with said member and adapted to be dragged through the water, and a plurality of weights connected with said member for preventing the same from rising to the surface of the water. A device of the character described, comprising a plurality of floats for resting upon the surface of the water, a plurality of substantially oar-shaped buoys connected with said line and disposed below the level of said floats, weights for preventing said buoys from rising to the surface of the water, a plurality of alarm carried by said buoys and means controllable at will for energizing said alarms simultaneously.

## FISHERMEN OFF FOR THE WEST.

This afternoon, on the 4 o'clock train, some 20 or 25 fishermen of this port will start on their journey across the continent, to Anacortes, Washington, from which port they will engage in the salt cod fishery in vessels of the Robinson Fisheries Company.

The company will go out in charge of Freeman Thorburn, who formerly fished out of this port and who went out to Anacortes with a party of fishermen from here about six years ago. Mr. Thorburn still fishes from the Robinson concern, going hand in one of their vessels, or as he expresses it, "still in the dory, like the rest of the boys."

Mr. Thorburn is not sure of just how many men will make the trip with him, but this morning said he expected between 20 and 25.

SOME GOOD STOCKS.

T Wharf Market Boats Profiting by Recent Big Catches.

Some of the big off shore crafts which have been at T wharf the past few days profited well from their large catches of cod and haddock. The skippers feel, too, that there are still some more good dollars out on Georges for them before Cape North time and are counting on two or three more nice paying catches before the cod school, which has come late this season, and just struck on, is gone from the ground. They are figuring that

March 15.

codfish to split will bring a fine price when the catch becomes too much for the fresh fish market to handle.

Sch. Onato, Capt. J. Henry Larkin, stocked \$1780 on her recent haddock trip at T wharf and the market boat Evelyn M. Thompson, which took a trip to Georges, ran up the stock of \$1370 for the trip. Sch. Moanum, Capt. Hugh Quinlan, stocked \$1765; sch. Effie M. Prior, Capt. Asa Baker, got \$1525 on her fare landed here and sch. Eugenia, Capt. John Williams, stocked between \$1500 and \$1600 on her fare at T wharf.

March 15.

CHATHAM HAS CLAMS.

Kept Everybody Off Flats and Enjoyed a Fine Season.

Chatham seems to have been especially favored with the shell fish this season, the sea clams that literally carpeted the waters of the bay inside Monomoy, having given the best fishing for many years.

Fishermen from other towns near Chatham attempted to fish in the waters within the limits of Chatham, but the resident fishermen strenuously objected and the result has been that the Chatham men have had things their own way within the waters of their town.

Along the coast near Dennis the hell fish problem seems to be a vexed one and during the winter committee representing the fishing interests have appeared before the legislature to secure laws that will be equitable for all the residents.

Off the south coast of Cape Cod at Yarmouth, Dennis, Barnstable and Chatham, the bottom of the bays are natural breeding grounds for shell fish of all kinds and during the past dozen years the business of dredging for scallops, sea clams and quahaugs has grown to tremendous proportions.

Offered His Rescuers a Drink.

It takes much more than a plunge into the icy waters of Portland harbor to quench a man's spark of gracefulness. That was evidenced Thursday evening at Commercial wharf, when a man, much the worse for a series of drinks he had taken, fell into the dock.

At the time the schooner Lizzie May was just coming in. The man in question was on the edge of the wharf and when one of the fishermen threw a line, the inebriated one attempted to catch it, lost his balance and fell overboard. A dory was at once launched from the schooner and the man hauled aboard.

He was taken into the fore-castle, given a chair by the stove and efforts made to revive him. These were fully successful. The man opened his eyes slowly, felt in his hip pocket, pulled out a flask and then thanking all hands for the rescue, he invited all hands to have a drink. The reward was refused.

Dodfish Phalanx Gathering Early.

Capt. John Shea of the sch. Stranger found dogfish again in spite of the cold weather. He fished on the eastern part of the Middle bank in deep water, and Thursday John Strong, one of his men, brought to the schooner 18 good sized dogfish which he had found on his trawl. Fishermen, who know the habits of the fish well, are surprised to hear of their being near shore in the cold weather.

Some of the other members brought in monkfish which they had taken on their lines on Thursday. There is a saying among the fishermen that when a monkfish is caught there is sure to be rain within 24 hours. The rain came yesterday.

Recent Good Stocks.

Sch. Vanessa, Capt. William Firth, stocked \$1800 on her recent haddock trip at T wharf, the crew sharing \$40 clear. Capt. Firth has been doing well all winter, making short and paying voyages and is right in the lime-light with the "big fellows."

Sch. Stiletto, Capt. Lewis Carritt, stocked \$2140 on her fare landed at T wharf yesterday, the crew sharing \$49.50 clear. Capt. Carritt has been making a fine record this season and his friends are deeply grieved at his present serious illness and are earnestly hoping for word that he is improving.

March 15.

Herring Scarce in England.

Edward Jolles, of the Standard Importing Company, New York City, returned recently from a visit to the English herring producing sections. He confirms the reports of a shortage in supplies of herrings in England, not being overstated.

March 15. 105

## T WHARF HAS FISH GLUT.

SOME OF THE HADDOCK UP THERE IS GOING TO THE CANNERS NOW.

T wharf continues to be well supplied with fish and just at present it probably has more than it needs, or more than the trade will take. In consequence some of the haddock are going to the canners. One large lot sold yesterday afternoon to the latter for \$1.75 and this morning they got two more fares at \$1.80. Yesterday afternoon there was quite a lot of codfish in, for the school has just struck on Georges, and it was thought some of these might have to come down to split, but this morning the indications are that the market will take them all and at a fair price, everything considered.

Since last report half a dozen big trips have arrived from off shore. All have quite a lot of cod and the skippers report striking these, or the most of them, on their last day's fishing, showing that the cod school, which is late this year, is just striking on.

Sch. Frances P. Mesquita has the banner trip, Capt. Joseph P. Mesquita, who is making his first trip of the season, after being ashore all winter, celebrating his return to the fish mart by sagging in 110,000 pounds, 40,000 pounds of which are cod. The other off shores in are schs. Elsie, Raymah, Virginia, Maud F. Silva and Rex. Beside these there are 13 of the market boats at the pier, the most of them with small catches, though some as usual have big ones. Schs. Elizabeth W. Nunan and Sadie M. Nunan fished for hake and cusk and struck them all right. The market boats all got good prices.

Off shore haddock sold from \$1.80 to \$3 and shores at \$4.50 to \$5.50. Off shore cod went at \$2.50 and \$3 and shore stock \$3 to \$3.50. Hake were \$2 to \$5, cusk were off to \$1.60 and \$2 and pollock hung like a leech to the \$4 mark.

Boston Arrivals.

The receipts and prices in detail are:

Sch. Mabel Bryson, 500 haddock, 6000 cod, 1000 pollock.  
Sch. Elizabeth M. Nunan, 2000 haddock, 500 cod, 5000 hake, 15,000 cusk.  
Sch. Pontiac, 4000 haddock, 2000 cod, 1500 hake.  
Sch. Virginia, 35,000 haddock, 15,000 cod.  
Sch. Elsie, 50,000 haddock, 35,000 cod.  
Sch. Rex, 45,000 haddock, 27,000 cod.  
Sch. Washakie, 3000 haddock, 700 cod, 300 hake.  
Sch. Rita A. Viator, 8000 haddock, 3000 cod, 1000 pollock.  
Sch. Olive F. Hutchins, 6000 haddock, 800 cod, 3000 hake, 2500 cusk.  
Sch. Hockamock, 2000 haddock, 1200 cod, 3000 hake, 6000 cusk.  
Sch. George H. Inbee, 11,000 haddock, 1300 cod.  
Sch. Valentinna, 2000 haddock, 1500 cod.  
Sch. Sadie M. Nunan, 2000 haddock, 1000 cod, 12,000 hake, 5000 cusk.  
Sch. Ethel B. Penney, 4000 haddock, 2300 cod, 2000 hake, 3000 cusk.  
Sch. Yankee, 12,000 haddock, 200 cod.  
Sch. Frances P. Mesquita, 70,000 haddock, 40,000 cod.  
Sch. Haymah, 35,00 haddock, 25,000 cod.  
Sch. Maud F. Silva, 60,000 haddock, 18,000 cod.  
Sch. Marion, 500 cod.

Off shore haddock, \$1.80 to \$2 per cwt.; shore haddock, \$4.50 to \$4.75; off shore cod, \$2.50 to \$3 right through; shore cod, \$3 to \$3.50; hake, \$3 to \$5; cusk, \$1.60 to \$2; pollock, \$4.

Portland Fish Notes.

Except for the fish brought in by the small boats Monday the only fares reported were the Albert D. Willard with 4000 and the Carrie and Mildred with 1500 for the F. S. Willard Company. The latter fare was the best that the steam netter has landed to date.

Two of the Portland fishing fleet, the Topsail Girl, Capt. John A. Doggett, and the Watauga, Capt. Daniel Hayden, are now fitting to go halibutting and will leave in a couple of weeks.

March 15.

To Take the Stiletto.

Capt. Reuben Cameron will go out in command of sch. Stiletto on her haddocking trip, her regular skipper, Capt. Lewis Carritt being seriously ill at the hospital at Boston.